

SUPERIOR LOCATIONAL ADVANTAGES

The ideal location of this area in relationship to the important sections of the downtown business district is diagrammatically presented above with the short distances and fantastically short time it will take to reach them via the Central Artery. Transportation of goods, services and employees will be expedited by good expressways, major streets, mass transportation and available port, air or rail facilities. Your industry or business should be located here with the other progressive firms that will build in this location.

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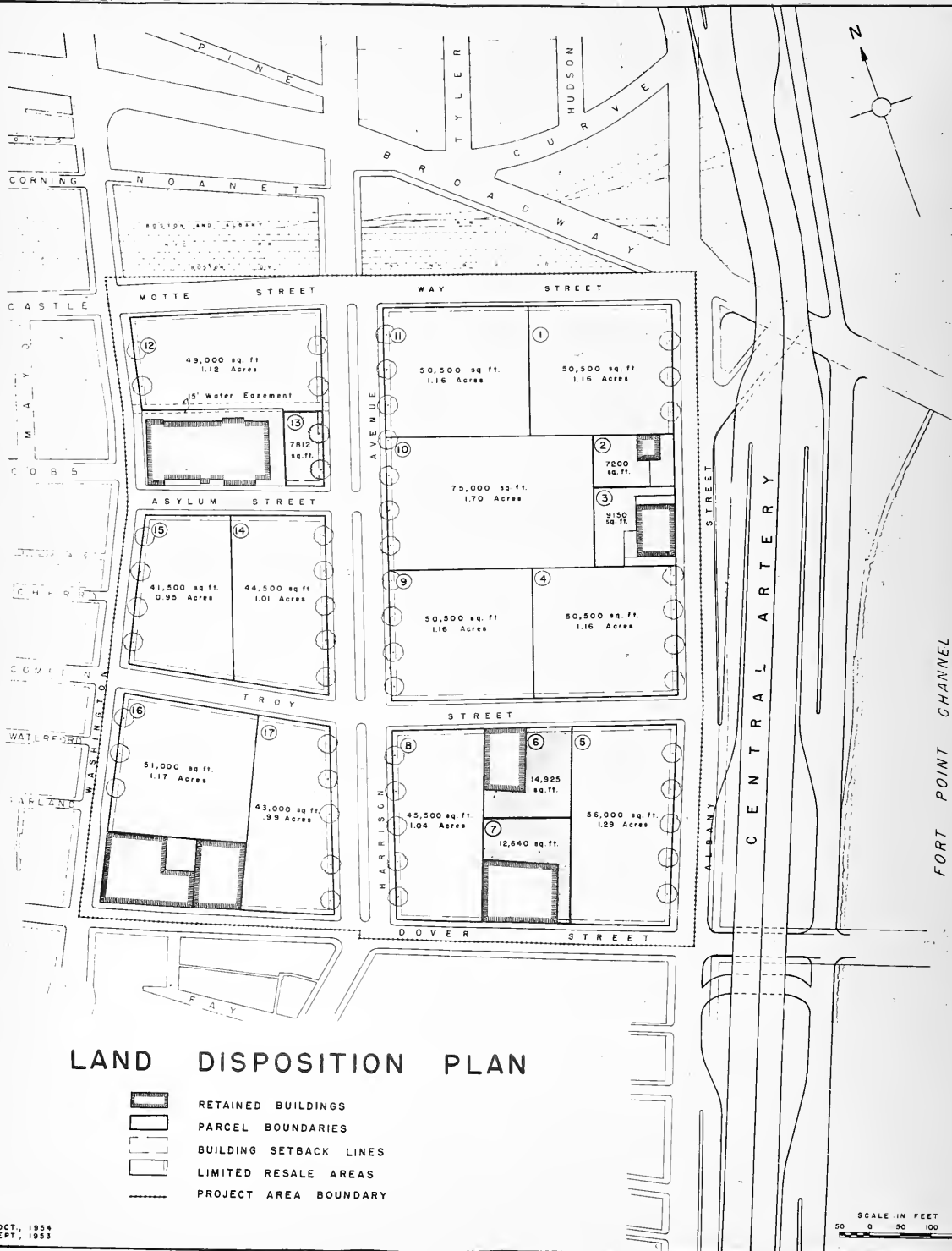
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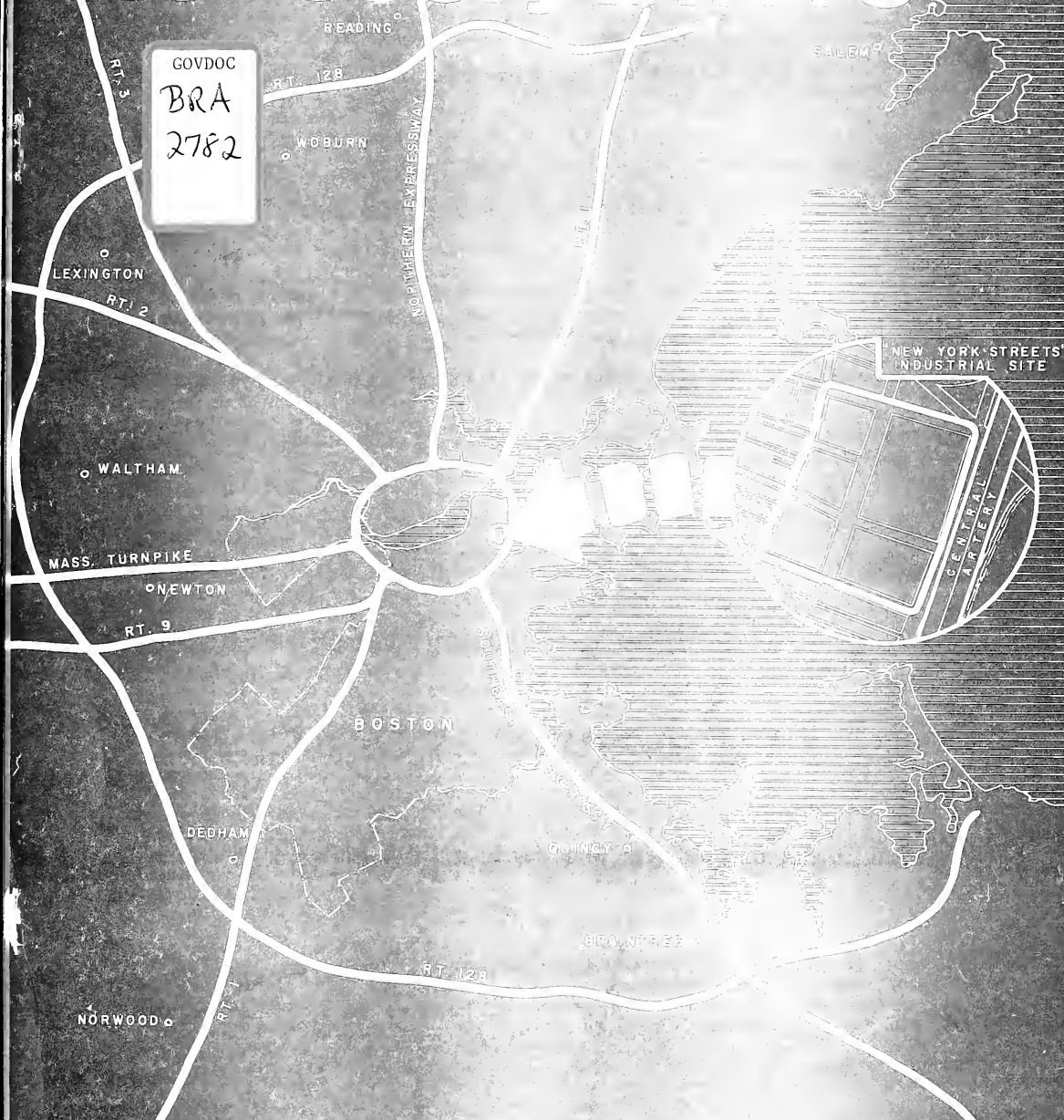
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NEW YORK STREETS REDEVELOPMENT PROJECT
URBAN REDEVELOPMENT DIVISION • BOSTON HOUSING AUTHORITY
BOSTON, MASS. JAN, 1955

PROSPECTUS

A new light industrial and commercial subdivision is being developed by the Boston Housing Authority for the City of Boston. The New York Streets Project is the first of a series of decadent slum areas that will be cleared in various sections of Boston to redevelop the City.

The need for the redevelopment of the "New York Streets" has been clearly demonstrated by various studies and reports prepared by the Urban Redevelopment Division. This area is characterized by over-age buildings crowded on the land and by narrow streets crisscrossed by major traffic thoroughfares. These reports further show the gradual encroachment of inharmonious commercial and industrial uses with the residences.

The Authority will acquire the land by eminent domain, re-locate the families, demolish the buildings, install the site improvements, rough grade the land and then sell or lease the land to private redevelopers at fair value for development for light industrial or commercial uses. Your inquiry is invited.

CENTRALITY AND IDENTITY VALUE OF LAND

Many commercial and light industrial firms remain in older obsolete buildings in downtown Boston because their type of operations require centrality of location. These firms have tolerated inadequate heating and lighting, inefficient multi-story operations with elevator bottlenecks and street or sidewalk loading and unloading because suitable vacant land in the downtown area for their type of business is non-existent. Thus a backlog of demand exists for centrally located land, which this area can supply. Space cost will be higher in new construction than in the older loft-type buildings in Boston, but this cost can be offset by lower operating costs and in many instances savings will accrue. Detailed information based upon case studies is available from a marketability report prepared by this agency on industrial construction.

Excellent identity value of the various sites is provided from the elevated M.T.A. and Central Artery, which bracket the area on the east and west. The Central Artery will carry seventy to one hundred thousand vehicles per day by this site without creating traffic congestion. Advertising signs on the buildings will be seen by millions of people each year.

METROPOLITAN AREA

Boston, "Hub of the Universe", has assets in its metropolitan area unrivaled by any other city in the country. It is an acknowledged leader in the fields of finance, education, hospitals, research, cultural and recreational facilities. This leadership portends a healthy growth for the city and the area because it is the center of idea development.

Industrially and business-wise the area and the State are more diversified than all but two states. In the metropolitan area alone there are 5734 manufacturing plants employing 302,982, with a payroll of \$1,203,431,000 annually. This represents a growth of 7% in only two years in new facilities.

The city is the 10th largest (801,444) with the 6th largest metropolitan area (2,559,000) in the country. An effective labor force of over 900,000 in skilled and unskilled labor is available within a 15-mile radius. The net effective buying power is \$1,512 per capita and \$5,357 per family, which is one of the highest in the country and which indicates an excellent market for all types of goods and services.

LONG TERM PROTECTION TO PRIVATE DEVELOPMENT

These sites will provide plant locations in the central business area which are protected from traffic congestion, blight, and declining property values, with all of the advantages of a suburban location for a minimum 40-year period. Each firm locating in the New York Streets will be protected by controls, which will be incorporated into each deed for sale or long term lease and will be binding until 1994.

These controls are designed to produce the best redevelopment and generally provide for (a) use of the land; (b) building features; (c) off-street truck loading and (d) off-street parking. Copies of these controls are available upon request.

TRANSPORTATION

Any industry considering a move of its plant is vitally interested in transportation facilities for its raw materials, products and employees. The ideal location will lack traffic congestion for trucks and employees' cars, will be served by good rapid transit service for a large skilled labor supply, will have adequate railroad and port facilities available, provide easy access to air transportation and air express and finally and most important, will be located within short-haul distance to the business core of the city. This site will have all of these features as enumerated below:

Roads. The circumferential highway, the Belt Route (of which the Central Artery is a part) and the radial expressways shown on the cover will provide industry located in this area with the latest and most modern limited access expressway system in New England. The key that opens this highway system to the area is an interchange on the Central Artery composed of four ramps that will abut this site and provide trucks and automobiles with traffic-free routes. Massachusetts has a network of more first-class and improved highways than any other state in proportion to area.

Trucking. Located in Zone 1 for trucking rates, this area assures excellent service and economy by local trucking firms to all parts of the city and suburbs. Nearly 2000 trucking companies and connecting lines supply Boston with dependable highway transportation to and from points throughout the country. The Central Artery will reduce delivery time to an absolute minimum.

Railroads. Many firms do not need railroad sidings to their plant but do require rail service. Boston is served by three major railroad systems. A freight terminal of the B & A Railroad is located only three blocks away and provides less than car loading service. A Railway Express Agency is four blocks away; thus adequate rail facilities are available for the occasional or small lot shipper.

Air. The Logan International Airport, with its passenger and air freight services, is no more than 7-8 minutes from the project area or downtown Boston via the Central Artery and Sumner Tunnel. The airport contains over 2000 acres of usable land with more than adequate space for expansion in several directions, and has runways over 10,000 feet in length. It is the only airport in the country served by rapid transit facilities. Regular scheduled service is available to almost any point in this country or abroad, with less than 24-hour service for pick-up and delivery in most cases.

Rapid Transit. The Metropolitan Transit Authority, linking 14 cities and towns, serves this area with the Everett to Forest Hills line and its Dover Street Station in the project area. Several other transit companies tie into this system and serve the entire Metropolitan Boston Area, providing an unlimited labor supply via the M.T.A. at an 18¢ fare.

Port of Boston. Thirty miles of berthing space on 260 docks make up the port facilities in one of the finest deep water harbors on the Atlantic Coast. One hundred steamship lines are equipped to handle all types of raw materials and finished products from all parts of the world.

SITE IMPROVEMENTS IN THE PROJECT AREA

Streets. All streets will be completely rebuilt from the sub-base up and will be a minimum of 50 feet wide. Harrison Avenue will be widened and rebuilt to 100 ft. wide, with a center mall to provide for heavy duty trucking. Construction of all streets will be adequate to service all types of industrial needs.

Water. An inexhaustible supply of water is assured from America's largest fresh water reservoir at Quabbin and its supplementary water reserves. No community served by this great water supply system has ever had any restrictions on water use during the severe droughts of recent years. The City of Boston will supply the water with normal service at 50-55 lb. pressure and with high service at 90-95 lb. pressure. Pipe size will vary from 8 inch to 20 inch, depending upon service desired.

Sewer. A completely rebuilt combined storm and sanitary sewer system more than adequate to service the entire area will be installed. Concrete reinforced pipe varying in size from 12" to 60" will service the area.

Gas. The Boston Consolidated Gas Company has available unlimited supplies of gas that will be provided by a 30" intermediate pressure line that services the entire southeast section of the city and many south shore communities. A minimum feeder pipe size of 6" is available to all parcels and many will be supplied by 12" and 18" lines.

Electricity. Underground electric service is supplied by the Boston Edison Company in the following services: alternating current, 60-cycle, radial service with single phase 117/234 volts and three phase 230 volts, with 460 and 575 volts available with special equipment. Most kva requirements can be supplied including high tension of 13,800 volts for industries requiring heavy electrical service.

Steam. The Boston Edison Company has a steam generating plant available on Kneeland Street for heating and industrial uses. If the demand warrants, the service can be extended into this area.

Street Lighting. The Boston Edison Company will install a completely new mercury vapor street lighting system with lamp sizes of 15-20,000 lumens.

Police and Fire Signal System. - will be rearranged to provide complete coverage of the area with a maximum distance of 600 feet to the nearest call box.

Private Developers will NOT be charged any special assessments for the provision of any of the above services and site improvements.

DISPOSAL OF SITES

The Boston Housing Authority, at the address shown on the cover, hereby invites inquiries and proposals for the sale or lease of the 660,000 sq.ft. of land that will be available. The plan on the opposite page shows how this land can be subdivided into marketable parcels, but this plan is NOT FINAL and any offer for 20,000 sq. ft. or more will be considered.

After an eminent domain taking of the land, an advertisement will be made in one or more Boston newspapers inviting proposals for the land. Any individual, partnership, corporation or group may submit a proposal with or without a broker. Brokerage fees according to established schedules will be allowed.

It is suggested that an informal discussion be held with the Chief of Urban Redevelopment prior to the submission of a formal proposal. More detailed information on controls, restrictions and requirements can be discussed. For further information, contact Mr. Kane Simonian, Chief, Urban Redevelopment Division, Boston Housing Authority, 230 Congress St., Boston.

A formal proposal in writing for the sale or lease of land will consist of (a) location and size of desired parcel (b) price offered for the land (c) proposed use of the land and (d) adequate information on construction plans to assure compliance with all controls of the Redevelopment Plan. Proposals will not be approved until at least thirty days after the date of an advertisement in the newspapers inviting proposals.

A reputable real estate appraiser will set a value on each parcel of land and this will serve as an upset price. Each formal proposal must equal or exceed this price.

It is estimated that the first eminent domain taking will be made in June, 1955, of the area covered by parcels 1 to 4 and 9 to 11. These sites are expected to be ready for delivery to purchasers in November or December of 1955. A second taking in September, 1955 will be made of the area covered by parcels 5 to 8. These sites are expected to be ready for delivery to purchasers in March of 1956. A third taking in January, 1956 will be made of the area covered by parcels 12 to 17. If an informal bid for land in the latter two stages is made, a revision of timing may be made.